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ADVANCE RAIL AND HIGHWAY TRANSPORT
IN EAST GERMANY, CZECHOSLOVAKIA

IMPROVE SOVZONE RAILROAD PERFORMANCE -- Berlin, Taegliche Rundschau, 10 Jun 51

The turnaround time of East German freight cars has been lowered to 3.7 days compared with 5.1 days in 1946.

The number of passenger trains operated has been tripled since 1946. Sixty percent of these trains are used exclusively for commuter traffic.

The planned quota for passenger-train kilometers up to the end of May 1951 was fulfilled 108 percent. Average delays were lowered to 0.62 minute for passenger trains and 5.68 minutes for freight trains.

The number of heavy freight trains run was steadily increased during the first quarter of 1951. By April of this year, over 11,000 heavy freight trains were operated, resulting in a saving of 3,000 trains. Nevertheless, the ratio of accidents to trains operated and load moved was reduced significantly and the actual number of accidents was lowered.

On 20 May 1951, the 500,000 brigade [a group of shockworkers pledged to perform 500,000 locomotive ton-kilometers per day] in Weissenfels, led by Kummer (fnu), succeeded in completing over one million locomotive ton-kilometers in a single day. During March, April, and May of this year, the Kuhl (fnu) brigade in Falkenberg achieved an average of 722,000 locomotive ton-kilometers per working day with a 39.9 percent saving of coal.

Average coal consumption per million locomotive ton-kilometers, which amounted to 83.7 tons during the first quarter of 1950, had been reduced to 78.6 tons by the first quarter of 1951.

During the 1951 May Day celebration, 1,000 activists assigned to permanent-way construction were decorated for outstanding work performance.

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The number of piece workers employed rose from 25 to 41.5 percent during 1950. During the first quarter of 1951, a further estimated increase of 5 percent was effected. A saving of 67,000 man-hours was achieved by doubling 1950 work norms.

In 1951, over 1,000 railroad buildings will be equipped with washrooms, toilets, and dressing and waiting rooms. Over 8 million Deutsche marks have been allotted for this purpose.

The following projects will be completed in 1951: a polyclinic, 18 first-aid stations, 13 child-care centers, and a children's camp.

Some 20,000 skilled workers and 48,000 railroad workers are to receive theoretical and practical training in 1951.

MECKLENBURG FREIGHT TRAFFIC EXCEEDS 1950 GOAL -- Berlin, Nachrichten fuer Aussenhandel, 27 Jan. 51

Freight traffic in Land Mecklenburg amounted to 7.2 million tons in 1950, substantially exceeding the planned target of 5.5 million tons.

The car park was enlarged considerably by the addition of trucks and prime movers produced in the German Democratic Republic and the USSR. The tire allotment for busses was three times as high as in 1949. For the renovating of 186 kilometers of roads, new binding substances were developed, which will give increased durability to the newly laid surfaces. Bridges vital to traffic were also repaired in 1950,

WERDAU PLANT BUILDS LARGE BUS -- Plauen, Freie Presse, 7 Jun. 51 (C)

The Iowa Car-Building Plant in Werdau has completed the first large bus constructed entirely of domestic materials.

The bus is 10.5 meters long, 2.5 meters wide, and its height is 1.94 meters. It seats 42 persons, including the driver, and has room for 22 standees. Its maximum speed with a trailer is 90 kilometers per hour. The bus weighs approximately 9 tons and will carry a maximum load of 14 tons. Fuel consumption is 64.5 liters of gasoline per 100 kilometers. The bus can also be converted to generator gas, requiring one bottle containing 33 kilograms for a run of approximately 70 kilometers.

The bus is equipped with four speeds, any one of which may be shifted into overdrive. The engine operates under partial load and will therefore run 100,000 kilometers without general overhauling.

CZECHS CREATE NEW TRANSPORTATION RESEARCH INSTITUTE -- Vienna, Verkehr, 30 Nov 50

On the basis of the law for the development of research in Czechoslovakia, steps were taken recently to set up a transportation research institute. This institute is to be developed in stages. Its first efforts will be limited to rail transportation; later it will also work on other types of transportation.

The first task of the new institute is to modernize railroad equipment and introduce new methods into railroading.

Those railroad research institutes and laboratories already in existence will be absorbed by the new institute, reorganized, and their personnel increased.

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